

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,353 tons Captain H. D. Jones.
 "POWAN" 2,338 " " G. F. Morrison, R.N.R.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain W. A. Valentine.
 "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. J. Willox.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Birss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

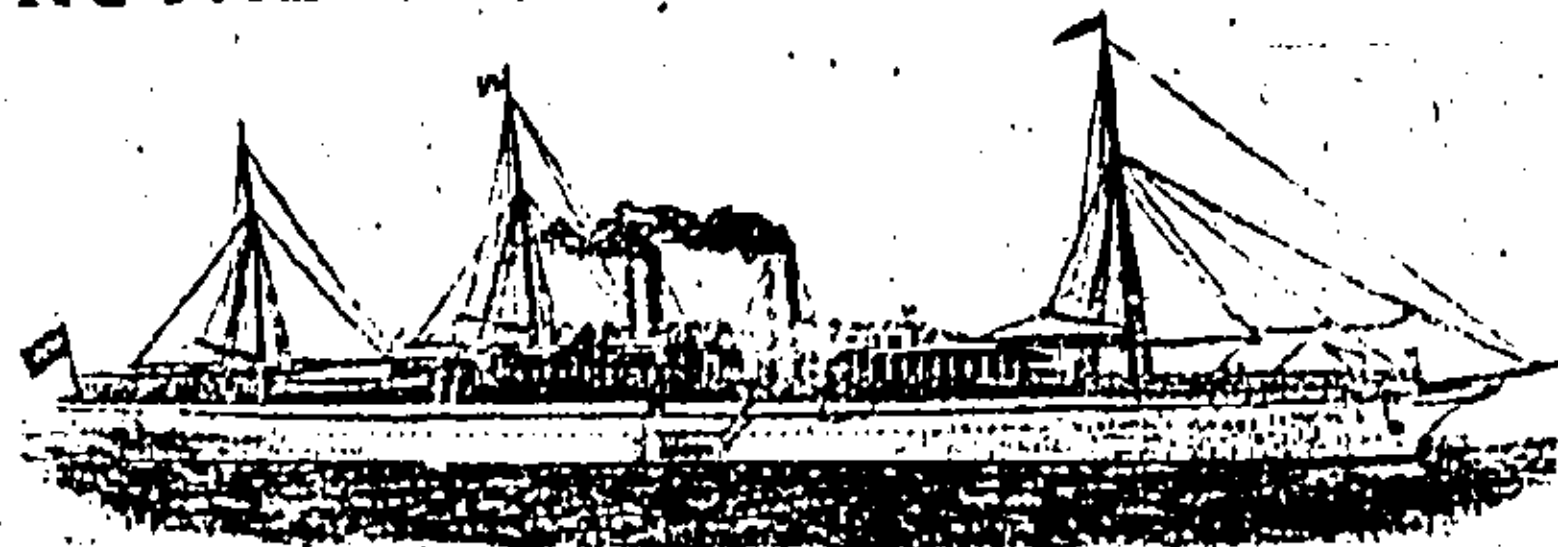
FARES:—Hongkong to Kong Moon Single \$6.00
 Hongkong to Kumchuk Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 20th June, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "TARTAR"	4,422	W. Davison, R.N.R.	WEDNESDAY, 5th July.
"EMPEROR OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000	E. Beelham, R.N.R.	WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class \$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Fiddler's Street.

Hongkong, 21st June, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
BRISGAVIA	HAVRE, ANTWERP AND HAMBURG.	7th July.	Freight
Russ	(Calling at SPOR, PENANG & COLOMBO).		
SITHONIA	HAVRE, BREMEN AND HAMBURG.	12th July.	Freight
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).		
ACILIA	(Calling at SPOR, PENANG & COLOMBO).	26th July.	Freight
Schulke	HAVRE AND HAMBURG.		
ALESIA	(Calling at SPOR, PENANG & COLOMBO).	9th August.	Freight
Sachs	HAVRE AND HAMBURG.		
RHENANIA	(Calling at SPOR, PENANG & COLOMBO).	23rd August.	Freight
Forck	HAVRE AND HAMBURG.		
VANDALIA	(Calling at SPOR, PENANG & COLOMBO).	6th Sept.	Freight and Passengers
Haase	NEW YORK VIA SUEZ.	about beginning of Oct.	Freight

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by electricity.
 Daily qualified Doctor and Stewards are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 21st June, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
ZITEN	4,761	THURSDAY, 22nd June.
DARMSTADT	3,227	WEDNESDAY, 5th July.
SACHSEN	3,227	WEDNESDAY, 19th July.
SCHARNHORST	3,302	WEDNESDAY, 2nd August.
PRINZ HEINRICH		WEDNESDAY, 16th August.
PRINZ BITEL FRIEDRICH		WEDNESDAY, 30th August.
ROSEN		WEDNESDAY, 13th September.
ROSEN		WEDNESDAY, 27th September.
ROSEN		WEDNESDAY, 11th October.
ROSEN		WEDNESDAY, 25th October.
ROSEN		WEDNESDAY, 8th November.
ROSEN		WEDNESDAY, 22nd November.
ROSEN		WEDNESDAY, 6th December.
ROSEN		WEDNESDAY, 20th December.

ON THURSDAY, the 22nd day of June, 1905, at Noon, the Steamship "ZITEN," of the NORDDEUTSCHER LLOYD, Captain F. von Binner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Callers at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 20th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 21st June, and Parcels will be received at the Agency Office until Noon, on WEDNESDAY, the 21st June. Contents of Packages are required to be marked on PARCEL RECEIPTS will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship "WILLEHAD," Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } SACHSEN THURSDAY, 22nd June, Daylight.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } SCHARNHORST WEDNESDAY, 5th July.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 21st June, 1905.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 7th June, 1905.

Intimations.

THE NEW FRENCH REMEDY.

TRADE MARK.

THERAPION.

THERAPION No. 1.

THERAPION No. 2.

THERAPION No. 3.

THERAPION No. 4.

THERAPION No. 5.

THERAPION No. 6.

THERAPION No. 7.

THERAPION No. 8.

THERAPION No. 9.

THERAPION No. 10.

THERAPION No. 11.

THERAPION No. 12.

THERAPION No. 13.

THERAPION No. 14.

THERAPION No. 15.

THERAPION No. 16.

THERAPION No. 17.

THERAPION No. 18.

THERAPION No. 19.

THERAPION No. 20.

THERAPION No. 21.

THERAPION No. 22.

THERAPION No. 23.

THERAPION No. 24.

THERAPION No. 25.

THERAPION No. 26.

THERAPION No. 27.

THERAPION No. 28.

THERAPION No. 29.

THERAPION No. 30.

THERAPION No. 31.

THERAPION No. 32.

THERAPION No. 33.

THERAPION No. 34.

THERAPION No. 35.

A WONDERFUL DISCOVERY.

THERAPION.

THERAPION No. 1.

THERAPION No. 2.

THERAPION No. 3.

THERAPION No. 4.

THERAPION No. 5.

THERAPION No. 6.

THERAPION No. 7.

THERAPION No. 8.

THERAPION No. 9.

THERAPION No. 10.

THERAPION No. 11.

THERAPION No. 12.

THERAPION No. 13.

THERAPION No. 14.

THERAPION No. 15.

THERAPION No. 16.

THERAPION No. 17.

THERAPION No. 18.

THERAPION No. 19.

THERAPION No. 20.

THERAPION No. 21.

THERAPION No. 22.

THERAPION No. 23.

THERAPION No. 24.

THERAPION No. 25.

THERAPION No. 26.

THERAPION No. 27.

THERAPION No. 28.

THERAPION No. 29.

THERAPION No. 30.

THERAPION No. 31.

THERAPION No. 32.

THERAPION No. 33.

THERAPION No. 34.

THERAPION No. 35.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 614 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 97.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
 Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations, Surveys, Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. NO TROUBLE.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine, &c.
 Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.
 Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.
 Is Self-acting.
 Destroys all smoke.
 Can be used by anyone, even a child.
 Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.

Always ready for immediate use.
 Requires only one hand to hold.
 Weighs only 1 lb. when full.
 Maximum of simplicity and effect.

Is Self-acting.
 Destroys all smoke.
 Can be used by anyone, even a child.
 Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.

Is Self-acting.
 Destroys all smoke.
 Can be used by anyone, even a child.
 Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.

Is Self-acting.
 Destroys all smoke.
 Can be used by anyone, even a child.
 Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.

Is Self-acting.
 Destroys all smoke.
 Can be used by

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SCOTCH WHISKY.

WATSON'S
"GLENORCHY"
BLEND.

("B" Quality.)

PURE MALT WHISKY.

VERY OLD.

A FINE "SODA" WHISKY.

\$12.00.....Per Case

Equal to any imported Bottled Whisky at
\$16.00.

WATSON'S

"CELEBRATED

E
BLEND

VERY OLD LIQUEUR SCOTCH

WHISKY.

The Perfection of Whiskies.

\$16.50.....Per Case.

A. S. WATSON & Co.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

BLENDERS AND BOTTLERS.

ESTABLISHED 1841.

Hongkong, 17th June, 1905.

OUR

McINTOSH

WHISKY

AT

\$10.00

PER CASE

IS NOT A

FANCY BLEND

BUT A

PROPRIETARY

BRAND

YOU WILL FIND IT

FAR SUPERIOR

TO ANY

LOCALLY BOTTLED

AND

LOCALLY BLENDED

WHISKIES AT

\$12.00 Per Dozen.

GREGOR & Co.

SOLE AGENTS.

Hongkong, 20th June, 1905.

On the 16th June, at Shanghai, the wife of
HENRY MONSIEUR CUMING, of a son.

MARRIAGE.

On 10th June, at St. Andrew's Cathedral, Singa-
pore, by the Rev. H. C. Izard, Colonial Chap-
lain, FRANCIS CLIFFORD PALMER LEE, third
son of the late Edwin Palmer Lee of Trédegar-
ville, Cardiff, to LUCY AGNES MOSLEY, young-
est daughter of the late Thomas Henry Mosley
of Calcutta.

DEATH.

At River Valley Road, Singapore, RUTH
DORIS, the beloved daughter of Mr. and Mrs.
C. C. Oehlers, aged 7½ months.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 21, 1905.

CHINESE NEUTRALITY.

In connection with one of our special
cablegrams from Shanghai to-day in re-
spect to the attitude of the Japanese
Government with regard to the neutrality of
China, it may be stated that, at the date
of last advices from the Northern Settle-
ment nine Russian ships had arrived at
Shanghai and Woosung in the past few
weeks and they are all in Shanghai now.
Excepting the torpedo boat destroyer *Bodry*
the moorings of the rest are not yet decided.
The arms and ammunition as well as por-
tions of the machinery of the *Bodry* were
removed from her on the 12th and 13th
instant and Commissioner Hobson and
Admiral Yeh inspected them and stored
them in the store houses of the Kiangnan
Arsenal. The *Bodry*, when she completes
her dismantling, will remove her moorings
to near the *Manjour*. It is alleged, by a
local vernacular, that the Japanese Consul-
General maintains that none of the Rus-
sian ships should be allowed to dock or
to repair and the Shanghai Taotai wrote
Commissioner Hobson, of the Chinese Im-
perial Maritime Customs, to decide the
moorings of the eight ships speedily and not
to allow them to stay alongside the wharf of
a dock or to have repairs so as to comple-
tely abide by the neutrality rules. The pro-
test of the Japanese Consul-General against
the docking of the ships for repairs might
almost be regarded as frivolous in the light
of the decision which obtained without any
protest in the case of the three damaged
Russian warships at Manila. In this case the
contract calls for the repairs to the *Oleg* to
be completed within sixty-three days, those
to the *Aurora* in forty-five days, and to the
Zemichug within twenty-eight days. It is
further stated in our northern contemporary
that some of the Russian ships are still
loaded with coal, and the Japanese Consul-
General is said to have requested the
Shanghai Taotai to discharge them speedily.
According to the *Sin Wan Pao* strict rules
will be compiled and enforced, to control
Russian combatants who took parole not to
return home till the end of the war, and the
Shanghai Taotai has promised to the Japa-
nese Consul-General regarding these rules to
control the paroled Russian combatants to
petition the Viceroy at Nanking and to con-
sult with the Commissioner of the Imperial
Maritime Customs. At the present time there
are 72 Russian wounded on board the
Bodry and the Russian Consul-General has
written to the Shanghai Taotai to the effect
that the wounded are those picked up from
various other Russian warships. It appears that
the *Bodry* has not enough accommodation
to keep them aboard and therefore the Rus-
sian Consul-General has asked permission to
allow them to go home. However, the Shanghai
Taotai answered the Russian Consul-General
that though the Russians are wounded yet
they are combatants and they are not allowed
to go home but that they shall be distributed
on board the *Askold* and the *Manjour*
after consulting Admiral Yeh, and also urged
to send in the document of the interned
Russians who have paroled.

THE CURSE OF OPIUM.

We reprinted yesterday from an Australian
exchange the report of proceedings at a
representative meeting of Chinese merchants
and citizens recently held at Sydney which
served to show that they are determined in
their efforts to get the Federal Government
to deal with the opium traffic. A unique
feature in connection with the movement,
remarks our Sydney contemporary, is that
the leaders are men who deal largely in
opium, and the stoppage of it means a big
item in the profits of their business. One
speaker pointed out that a case of opium,
containing 48lbs, cost about £90, and that
the duty thereon was £95, making a total of
£185. The merchant had then to get his
profit, and one would think that this would
make the smoking of opium almost prohibi-
tive. The figures quoted, however, showed
no diminution in the importation of the drug.
The Chinese merchants in Sydney lost no
time in giving effect to their resolution; for
we learn that the petition for the suppres-
sion of the opium traffic has been drafted,
and is now being distributed. The docu-
ment is being numerously signed, and it
urges the Commonwealth Government to
adopt the Opium Prohibition Act of 1902,
in force in New Zealand, which makes it
unlawful to import opium in any form suit-
able for smoking, or to manufacture opium,
and also makes it unlawful for any personto smoke opium or permit or abet such
smoking. The penalty is £50 for any per-
son found with opium in his possession, and
£10 if found smoking or abetting the smok-
ing of opium. A similar law is in force in
the Island of Formosa, where it has had the
effect of completely stamping out opium
smoking. Before America took over Hono-
lulu a similar law was also in force, and
opium smoking was unknown, but since
the new regime the importation of the
article has been permitted, the duty
being fixed at 10 dollars per pound. That
the movement is being accorded consid-
erable support is evident by the fact that
letters were received from all parts of the
State expressing sympathy and promising
support to the promoters of the anti-opium
agitation. It is stated that a letter was
also read from a European lady at Broken-
hill, appealing to the Chinese merchants to
forward her opium, as she was a confirmed
smoker, and was unable to obtain it locally.
The Chinese have, apparently, thought the
matter out well, for in the event of success,
they propose to inaugurate a fund to provide
medicine and comforts to both Chinese and
European victims of the habit of opium-
smoking, the chairman stating that a lead-
ing physician had informed him that the
torments these people endured through being
deprived of the drug were heart-rending.
Practical tests with opium antidotes in Hong-
kong have demonstrated, in the opinion of
many, that opium-smokers are amenable to
successful treatment, and if the Common-
wealth Government of Australia resolve to
prohibit the importation of the drug into the
State agitating for the abolition of the traffic,
the effect on those addicted to the vice and
the result of the method to be adopted for a
cure of the habit will be watched with con-
siderable interest.

LOCAL AND GENERAL.

FOUR cases of plague are notified in the official
returns for the twenty-four hours ended at noon
to-day.It is believed now that the Russian death-
roll in the Battle of Tsushima was only 3,500.
Japan has taken over 6,000 prisoners.THE whole of the 78 bags of mails received at
Singapore on the *St. Kilda* were sent on to
Hongkong by the *Sui Sang*, which arrived
yesterday.THE retiring American Consul-General at
Yokohama, Mr. E. C. Holloway, was presented
on the 9th by his American friends at the port
with a large silver bowl.A BILLIARD match will take place to-night at
8.30 o'clock at the Occidental Hotel, Kowloon,
between Mr. A. Morris and Mr. W. Pitt. Mr.
Morris conceding his opponent 50 in a game
of 500 up.TELEGRAPHIC messages to the Press abroad
giving the news of the Battle of Tsushima, were
held up by the Japanese Telegraphs until after
the official reports had been sent to the Japanese
Consulates abroad.THE earthquake on the 6th was felt severely
on the N.D.S. *Ziehl*, several violent shocks
being experienced on board between 1 and 2
a.m., and it was thought that something had
gone wrong in the engine-room.IN the case in which Tang Fuk, ex-coroner's
clerk, and third clerk at the Magistracy, was
brought for trial at the Sessions, charged with
the embezzlement of \$50, the jury returned a
verdict of "not guilty," and the prisoner was at
once discharged.THE Colombo Harbour Board have resolved that
provided Government is satisfied that the
Suez Canal is to be deepened to 31 feet in the
immediate future, the dredging of the Port of
Colombo to that depth should be certainly un-
dertaken without delay.Mr. Mun Yew Chung, consul-general for China
at Manila, has been succeeded by Mr. Su Yu
T'hu, and is to leave Manila in a few days for
China to take a station at Tientsin where he will
be connected with the Waiwupu, or Chinese
bureau of foreign affairs.FIVE Chinese coolies have been buried alive
by a landslide which occurred in the Kallang
Tunnell at Singapore the other morning. A
Mr. Cunico, the European officer on duty at the
time, and a relief gang had a narrow escape
owing to a second slip occurring.THE following par was going the rounds of
the London press on the 17th May:—Hong-
kong and Singapore have been put in a com-
plete state of defence. This fact, coupled with
the reinforcement of the British China station,
is interpreted at Tokio as a virtual demon-
stration by Great Britain in favour of Japan.AN Anglo-Chinese calendar for 250 years
seems rather a tall order. Mr. Chas. Kline, of
the Chinese Customs, now at Hoihow, has in
the press an English-Chinese calendar from
1751 to 2,000, printed in two columns, with a
year on an opening. It will run into 500 royal
quarto pages and should be very useful to
students, in courts of law, and so on.LEAVE of absence on private affairs to the
neighbouring countries has been granted to
the under-mentioned officers of the Royal
Garrison Artillery:—Lieut. Col. F. E. Kent,
5th July to 18th October, Major H. de T. Phil-
lips, 28th June to 15th July, Lieut. H. P. Gar-
wood, 28th June to 15th July, Lieut. H. W. T.
Smith, 28th June to 15th July, and privilege
leave to Lieut. W. H. Hodgson, 11th Infantry
from 28th June to 20th July.ACCORDING to a Peking telegram of 16th inst.,
Mr. Rockhill, the new U.S. Minister to Peking,
accompanied by his secretary and interpreter,
paid a visit to the Waiwupu and then to the
Board of Revenue on the 15th instant and had
an interview with the high officials of the two
Bureaus. The Minister inquired of them regard-
ing the establishment of banks and all about
Professor Jenks who had been in China in
connection with the matter of the gold standard
in China.IN the case in which Captain Lawlor, licensed
pilot, was charged with negligent navigation,
and causing damage to the s.s. *Slavonia*, argu-
ments were heard for the prosecution and the
defence before Mr. F. A. Hazledine this after-
noon, Mr. Wilkinson submitting that the de-
fendant was in no way to blame inasmuch as
he followed the custom in vogue in berthing
the vessel, and the collision occurred by reason
of an unknown current. Mr. Looker addressed
the Court at great length, and argued that the
pilot was alone to blame. He quoted long
precedents, having a bearing on the case, and
reviewed the evidence already recorded in these
columns. He submitted that the pilot did not
use the care he should have done and was on
that account solely to blame. His Worship
said he would take time to consider his judg-
ment, and to that end would adjourn the sum-
mons *sine die*, due notice being given to both
sides, when the judgment would be delivered.

CALLOUS ROGUES.

DUPE A WOMAN.

This morning Li Cheung and Wong Sam
were placed before Mr. Hazledine, charged with
obtaining a pair of gold-mounted rattan bangles,
valued at \$30, from one Hing Lim a married
woman, on the 18th inst., by means of false
pretences.The case for the complainant was that, on the
18th inst., the defendants went to her house
and asked her to change some \$200 notes into
smaller notes. The woman went to get the
change for them, and took the roll which was
wrapped up in a handkerchief. As she was
starting for the moneychanger's the defendants
said she must leave some security for her safe
return with the money, and she gave them the
bangles. On the way to the money changer's
she opened the handkerchief, and found it only
contained a roll of worthless blank paper. She
immediately returned to the house only to find
the men had disappeared. Yesterday she was
standing in Queen's Road talking to a friend
when a detective, who had been following her,
came sauntering along, but, on seeing her,
turned tail and bolted. The detective and
complainant bolted too, and soon had the cul-
prits in safe keeping.The first defendant now denied all knowledge
of the matter, but was positively identified by
the woman, while the second defendant cal-
lously admitted the charge, and said he took
the bangles to Macao, where he melted down
the gold-mounting and sold it for \$17 55.They were each sentenced to three months'
hard labour and six hours in the stocks.

SHIPPING JETSAM.

As the Volunteer steamer *Fritsch* sunk in
shallow water after receiving only three shells,
it is hoped that she will be refloated.The story that the *Jeunard* reached Vladim-
ir Bay, 140 miles north of Vladivostok and
blew herself up there, with only ten tons of
coal on board, is doubted.The *Kuonnon Mary* 23 (1,207 tons) and the
Katsuyama Maru (1,770 tons) stranded off
Port Hamilton in a thick fog on the 2nd inst.
The latter has been refloated uninjured.The statement that the British steamer *Old*
hamia has been recaptured by the Japanese is
now contradicted, and it is feared that she was
sunk by the Russians, as originally reported.The O. S. K. S. *Senshu Maru*, 1,623 tons,
stranded off Mokpo, Korea, on the 6th. Pas-
sengers, crew, and cargo were saved. The
steamer was afterwards refloated and continued
her voyage.An attempt was made by ten of the *Orel's*
crew to blow up her port magazine while the
Japanese prize crew was taking her to Maizuru.
It was discovered at the critical moment, and
eight of the Russians were shot on the spot.The Russian cruisers *Admiral Nakhimoff*
and *Vladimir Monomach* were found on the
28th ult. adrift near Tsushima. The *Sado*
Maru towed them separately towards Tsushima,
but they both sank in shallow water, and it is
believed that they may be refloated.

BELATED COLLIERIES.

A Tokio wire of 16th inst., in the *N. C. D.*
News, says:—Information has been received
here that the Russian transports *Roilin Castle*,
2,620 tons net, *Dunally Castle*, 2,636 tons, and
McPherson, 2,697 tons, which were purchased
by the Russian Consul at Kiel and sent round
the Cape early in April with coal and provi-
sions, arrived at Cape St. James (Indo-China)
on the 10th inst. The *McPherson* had been
damaged by stranding at the entrance to
Mozambique, but continued her voyage after
temporary repairs had been effected.

A UNIQUE PRESENTATION.

A very interesting and purely Chinese
ceremony took place on the afternoon of the
14th inst. on the Hamburg-American Line's
Loongmoon. Amidst much firing of bombs
and crackers, four of the chief members of the
Shipping Guild here, namely, Kwong Tuck-tai,
Yip Hoo-kong, Kwong Sin-sing, and Vin Keng-
hong, visited Captain Kalkofen, and after com-
mending the very successful way he had con-
ducted many voyages to Canton they presented
him with a very beautiful silk flag, begging
him to honour them by flying it on special oc-
casions. The flag is triangular in shape,
measures six yards in length and has woven on
it, in Chinese, all Captain Kalkofen's various
virtues and great popularity, both with the
foreign and Chinese residents of Shanghai.
Captain Kalkofen has now been two years in
command of the *Loongmoon*, and by his quick
and successful passages between Shanghai and
Canton, he has rapidly brought his vessel to be
the favourite one for the Chinese merchants to
travel in and ship by, as is shown by the unique
presentation given him. —N. C. D. News.THE SINKING OF THE
"ST. KILDA."

THE BOATSWAIN'S STORY.

The Chinese crew of the sunken British
steamer *St. Kilda* were the Shipping Office this
morning (17th inst.) and a representative of the
Singapore Free Press had an interview with
the Chinese boatsun who speaks good English.
The boatsun, Cheong Ah Chow, stated that he
signed articles on board the *St. Kilda* at Hong-
kong on the 3rd instant to proceed to Japan,
and thence to any European ports and back to
Hongkong, the original port of departure, the
voyage not to exceed one year.The ship left Hongkong bound for Kobe at 10
a.m. on the 4th instant and at 4.30 p.m. on the
same day sighted a Russian cruiser which
signalled the ship to stop. The captain of the
St. Kilda at once did so, and the cruiser sent
TWO ARMED BOATS.Ten Russian sailors, armed with rifles and
bayonets coming aboard under two officers.
Guards were placed over the hatches and at
the engine-room, and one of the Russian offi-
cers then demanded to see the ship's papers.
He perused these carefully and ordered the
hatches to be removed. He then went into the
holds and examined the cargo.Coming on deck again the two officers had a
consultation, and the Captain of the *St. Kilda*
was ordered to get into one of the Russian
boats and accompany the senior officer to the
Russian cruiser, the other officer and his boat's
crew being left in charge of the *St. Kilda*.
After an hour's delay three boats put off from
the cruiser bringing back with them the Cap-
tain of the *St. Kilda*, who on orders from the
Russians, told the crew to collect their effects
in readiness to go aboard the Russian ship.
This was done under supervision of the Rus-
sians who repeatedly signalled to the crew to
hurry up and

LEAVE THE SHIP.

They were ordered to get into the boats
which took them aboard the *Dnieper*. The
Russians then put their own crew aboard the
St. Kilda and got her under way with great
haste, both vessels steaming southwards at the
highest speed the *St. Kilda* could be driven at.Next morning at 9.30 o'clock both ships
stopped, and Captain Skalsky, of the Russian,
went on board the *St. Kilda* and made a
thorough examination of her. The boats then
returned from her bringing off every one, and
the boatsun noticed thatALL THE LIVE STOCK
with the vegetables and a quantity of tinned
provisions had been brought away, as well as
a bag of rice which the Russians sealed and
marked as soon as it was got on board the
Dnieper.Then the *Dnieper* steamed away from the
St. Kilda to what the boatsun described as
about five hundred yards distance and opened
fire with her guns. The first shot, flew right
over the *St. Kilda* and burst in the sea at
long way off. The next shots, however, flew
true and the *St. Kilda* was soon enveloped in
a mass of smoke, fragments of shell and flying
splinters. After half-a-dozen shots it was seen
that the cotton in her forehold had been set
on fire andDENSE VOLUMES OF BLACK SMOKE
rolled forth from the hatchway. The bom-
bardment was kept up till it was seen the
doomed vessel was gradually settling down by
the head. The Russians then ceased fire and
in an hour from the firing of the first shot the
St. Kilda gave a roll and went down by the
bow, her stern jutting up into the air, and the
last seen of the ill-fated vessel was the British
flag which the Russians had neglected to
remove from her stern flag-post.The Russian cruiser then bore southwards
at twenty knots and after eight days stopped
the steamer *Flora* and put the crew aboard
her as has already been recorded.The rest of the crew, who all speak a little
"pidgin" English, state that they were not
given time to remove all their clothes. On
board the Russian ship they were not unkindly
treated. They were accommodated in the
two decks with the Russian firemen and
given the same fare, which consisted of bread
and "bad" butter in the morning, soup at the
mid-day, and plain rice in the evening.The tally clerk of the *St. Kilda*, who super-
intended her loading, states emphatically that
the cargo consisted of only rice, cotton, sugar,
and rattans.Arrangements are being made at the local
Shipping Office to send all the crew to Hong-
kong at Board of Trade expense by the first
available steamer.

CHIEF ENGINEER'S LETTER.

A letter signed by R. T. Young, late Chief
Engineer of the s.s. *St. Kilda*, dated off Dia-
mond Point, Sunday afternoon, 11th June, was
brought to Singapore by one of the Chinese
crew. The writer requested that the news
might be spread that the *St. Kilda* was captured
by the *Dnieper* on the previous Sunday 60
miles off Hongkong and was sunk and that all
the officers and engineers, cook, steward, boat-
swain and mess-room steward had requested to
be taken as near home as the cruiser could
take them, and that they were likely to be
taken to the Baltic.

NEWS OF THE DNEPER.

Captain James Stephen of the British steamer
Loch Tay, which arrived here this forenoon
from Barry with 6,303 tons of coal and 500
tons of coke consigned to Messrs Guthrie and
Co., reports that on the 12th instant at 7.30 a.m.
a Russian cruiser was sighted steaming west-
ward forty miles to the west of Aberdeen Head.
The cruiser approached the *Loch Tay* and
carefully scrutinised her, but did not interfere
with her. She steamed away westward again
at a high speed.

A BRITISH CRUISER IN HER TRACK.

The same day at 5 o'clock in the evening the
Loch Tay sighted another cruiser steaming in
the Russian's track and as she approached the
steamer it was seen she was flying the White
Ensign of England.This warship was probably the cruiser *Pro-
sper* which left Singapore on the 10th at
11.30 a.m. bound for Colombo.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

JAPANESE SQUADRON

PROCEEDING UP THE YANGTSE.

EXCITEMENT AT NANKING.

[From Our Own Correspondent.]

Shanghai, 21st June,

10.10 a.m.

An intimation has been received
here from Japan to the effect that
Admiral Uriu is about to steam up
the Yangtse with a Japanese squa-
dron.The Waiwupu has sent a notifica-
tion to the Consul-General for Japan,
at Peking, that a squadron of Chinese
warships must lead the way up the
river.As a result of the intimation con-
siderable excitement now prevails at
Nanking, and the Viceroy has
officially requested the postponement
of the cruise.

THE AMERICAN BOYCOTT

INCITED AT PEKING.

[From Our Own Correspondent.]

Shanghai, 21st June,

The merchants at Peking have now
taken up the question of boycotting
American goods.They are inciting others to join
with them in the movement.THE PRESS BOAT
"SAMSON"

MR. BURLEIGH'S MISSION

FRUSTRATED BY JAPANESE.

[From Our Own Correspondent.]

Shanghai, 21st June,

2.50 p.m.

In H. M. Supreme Court, to-day,
before Mr. Justice de Saumarez, the
case in which A. Pavlov is suing
Thomas Charles Robert Ward for
the recovery of £100,000 for the
wrongful conversion by the defendant
of the s.s. *Samson*, the property of the
plaintiff, again came on for hearing.During the proceedings it was
stated that Mr. Bennett Burleigh
(the correspondent of the London
Daily Telegraph) had requested Mr.
Pavlov to buy the *Samson* in order
that Mr. Burleigh might proceed
to Port Arthur and obtain informa-
tion of the movements of the Russians.
He was prevented by the Japanese
from doing this.THE following telegraphic information, dated
16th inst., has been received from the Sumatra
Director and Manager of the Maatschappij
Mij. Bosch-en Landbouweexploitatie in Lang-
kat, Ld.:—
Daily aggregate output of Crude
Petroleum Gallons 72,000
Crude Petroleum in tanks at
date 1,150,000
Kerosene made since the date of
the preceding half-monthly
telegram Cases 70,000
Kerosene shipped since the date
of the preceding half-monthly
telegram 81,000
Kerosene in stock at refinery at
date 47,000

SHIPPING AND MAILS.

Ship	Company	Destination	Date
American (Meru)	3rd inst.		
Indian (Kunming)	26th inst.		
French (Tourane)	26th inst.		
Canadian (Empress of Japan)	3rd prox.		
The s.s. <i>Goldsmith</i>	from Middlesbrough	and London left Singapore yesterday and is expected here on 26th inst.	
The I. C. S. N. Co's s.s. <i>Kunming</i>	from Calcutta and the Straits	left Singapore for this port on 20th inst. p.m. and is due here on 26th inst. a.m.	
The O. & O. S. S. Co's s.s. <i>Doric</i>	with mails, &c.	left hence 21st May for San Francisco via Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama, and Honolulu, arrived at her destination on the 20th inst.	

TELEGRAMS.

[Raiders.]

The Sinking of the "St. Kilda."

REPARATION DEMANDED.

LONDON, 19th June.

Sir Charles Hardinge has brought the sinking of the *St. Kilda* to the attention of Count Lamsdorff, pointing out the gravity of a situation arising from such incidents. Sir Charles Hardinge has asked for reparation and that immediate steps be taken to render a repetition of the incident impossible.

Count Lamsdorff has promised to refer the matter to the Minister of Marine, and added that last year's assurances to Great Britain still held good; the case of the *St. Kilda* was an isolated one, and was probably due to a misunderstanding.

Later.

Russian National Assembly.

THE TSAR'S RESOLVE.

The Tsar has informed the deputation of the Congress of Zemstvos, that he is unalterably resolved to convoke a National Assembly.

TRADE WITH THE EAST.

REPORTS FROM THE COMMERCIAL AGENT.

The Minister for Agriculture has received a report from Mr. Sutor, Commercial Agent for New South Wales in the East, in which he makes the following remarks relative to the demand for vegetables existing at present at Manila, Philippine Islands:—

"Recently I both wrote and called you with reference to a large contract for 3,600 tons of potatoes and 725 tons of onions for the United States Commissary Department, to cover requirements for the year ending June 30, 1906. I am hopeful that our people will make special efforts to secure this contract. Apart from the above contract, the importations of vegetables appear to be yearly on the increase. Canned vegetables are also coming into favour, and any of our people interested would do well to get into early touch with local agents, or communicate with my office at Kobe."

In regard to the market for fresh fruits at Manila, Mr. Sutor writes:—

"I have already gone fully into the matter in one of my previous reports. There is still an active demand, especially for apples. When any consignments are forwarded, it should be specially noted that a temperature of about 41 is all that is necessary, and that the greatest care must be exercised to ensure that the fruit is packed when thoroughly cool. One recent trial shipment to the Manila market had a disastrous result, and for the following reason: The fruit was duly consigned to Manila, but the invoices and other documents did not arrive until two weeks after the fruit, the result being that the fruit was all bad when the documents arrived."

"I have known similar instances in Japan, where a lot of trouble has been caused by the documents not being forwarded by the same steamer. Recently several people have spoken to me about the delay in receiving invoices and documents, and it would be advisable to see that this evil is not allowed to continue. It may be that the trouble originates with the Sydney post-offices, or perhaps suppliers leave their posting until it is too late for the steamers which carry the goods."

"Regarding the case in point at Manila, I am advised that when the papers came to hand they had the Singapore postmark on them. If so, I should say the Sydney post-office was at fault. I am hopeful, now that the matter has been mentioned, there will not be any further cause for complaint at this end, and that our transactions will prove satisfactory in future."

Mr. Sutor reports that the food supplies obtained from New South Wales for Hongkong form but a small percentage of requirements. The retail prices at Hongkong now being asked for meat and mutton are as follows:—Sirloin beef, 7½d per lb; rump steak, 7½d per lb; Porter House steak, 7½d per lb; surt, 5d per lb; soup meat, 4d per lb; mutton legs, 8d per lb; loin chops, 8d per lb; rib chops, 7d per lb; forequarter mutton, 6d per lb; breasts, 3d per lb; sheep's tongues, 5d each; sheep's kidneys, 1½d each; hindquarter lamb 9d per lb; legs lamb, 9d per lb; lamb loin chops, 9d per lb; lamb rib chops 8½d per lb; lamb forequarters, 7½d per lb; pork, legs, 1½d per lb; loin pork, 1½d per lb; pork chops, 10d per lb; pork shoulder, 7½d per lb; pork sausages, 12½d per lb; pork friz sausages, 15d per lb; beef, corned round, 6½d per lb; beef, corned brisket, 6½d per lb; pork, corned brisket, 7½d per lb.

An enormous business is capable of being worked up. Including the army and navy, the white population must exceed 20,000, and, including Chinese, over 400,000. Apart from this, Hongkong is now reported to be about the third largest shipping port in the world. If now South Wales business firms would carefully look into the matter, establish a large depot for foreign products, then Mr. Sutor feels certain of it proving a successful venture.

THE WEATHER.

The following report is from Mr. F. G. Gifford, First Assistant of the Hongkong Observatory:—

On the 21st at 12.00 p.m. The barometer has fallen in E. Japan, and risen over W. Japan, the Loochoos and the coast of China.

The recent typhoon which reached SW. Japan yesterday as a moderate depression is traceable this morning as a slight depression in the SE. part of the Sea of Japan.

Gradients are slight on the China coast and moderate to fresh NE. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Forecast:—Moderate to fresh E. winds; fair to showery.

CHINA LIGHT AND POWER COMPANY, LTD.

A MARKED IMPROVEMENT.

The fourth ordinary general meeting of shareholders in the above company was held at the offices of the general managers, St. George's Building, at 11 a.m. to-day, when there were present the Hon. Mr. R. Shewan (Chairman), the Hon. Sir C. Paul Chater, C.M.G., Dr. J. W. Noble, and Messrs. H. P. White (consulting committee), A. Baillington, Fung Wa Chun, A. A. Cordeiro, W. R. Robertson, L. Maston and R. Henderson (Secretary).

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time we will, with your permission, follow the usual course and take them as read. Comparing this year's figures with those for last year you will see that the result is a profit of \$3,655 for 7 months, and at Canton of \$17,721.8 for 12 months as against \$9,543.81 for 7 months last year which is a very marked improvement. Kowloon develops slowly, but it does develop and will go on developing, and the figures though small show a steady and encouraging increase every month. For instance, our profit on working over there was nothing at all in April, May and June, but in July it had risen to \$300 and in February to \$1,000 so you see we have the prospect of much better earnings in Kowloon this present year. But in Canton business is on a much larger scale. We have there a large and wealthy city and our resources have been strained to the utmost to keep pace with the demand which has risen for electric lighting. Our manager, Mr. Marston, and his assistants have had to overcome many unforeseen obstacles in their work, not to mention the tax on their strength in having only raw untrained native labour to rely upon and deserve great credit for the way in which they have met all demands on them in a year of unusual pressure. They have been constantly engaged in laying new lines in various directions through the city and in attending to a steady demand for new installations, in addition to which their time has been greatly taken up with extensions and additions to the company's plant which the increasing demand has rendered necessary. Protracted negotiations with the Building Commissioners have at last been brought to a close for the extension of our property which will now be on the new bund and will give us more room which is badly wanted. The last addition consisting of a third Babcock & Wilcox boiler is now working at full power and to keep up with the growing business another engine alternator set was also ordered from home. This has just arrived and is now being set up and we are already considering the necessity of immediately ordering still further additional plant. After much negotiation the Chinese officials at Canton have modified our previous concession, or rather, I should say, have given us a fresh concession on terms which are undoubtedly more favourable to them, but which will enable us to continue extending in every direction and which will also secure us the lighting of the Yamen of H.K., the Viceroy, the Tartar General, the Governor of Canton and other official residences. You will thus perceive that we have a large work before us at Canton and that there is every indication of our being busily employed for a long time to come in further extensions before the supply overtakes the demand. As some indication of how our business has increased at Canton I may tell you that whereas our profit there in January 1904 was \$7,200 it was over \$5,000 in January 1905 and had risen to over \$6,000 in February, the last month in our financial year and is still increasing every month. There is therefore very little room left for doubt as to our future prospects or as to what the company can do, but the means to do it are radically deficient. To keep itself going the company has had to borrow right and left, and naturally has had to pay dearly for its loans. You have only to look at the profit and loss account to see what a hole in our profits interest to the Bank and other creditors makes. To pay off its loans and over-drafts requires 2 to 3 lks. so to put the company on its feet we propose to raise \$200,000 more capital, and an extraordinary meeting will be held after this meeting is over to give the company power to obtain this additional capital. The new shares will of course be offered to shareholders in proportion to their holdings and failing their acceptance will be disposed of by the general managers in the best way they can. If any shareholder has any questions to ask I shall be pleased to answer them to the best of my ability.

There being no questions,

The Chairman proposed that the report and accounts as presented be adopted and passed.

Mr. White seconded.

Carried.

Mr. Fung Wa Chun proposed, Mr. Cordeiro seconded, and it was agreed that the Hon. Sir Paul Chater, Dr. J. W. Noble, and Mr. H. P. White be re-elected to the Consulting Committee.

The proposition of Dr. Noble, seconded by Mr. Marston, Messrs. W. H. Potts and A. O'D. Gourdin were re-elected auditors.

INCREASE OF CAPITAL.

An extraordinary meeting of the shareholders was then held for the purpose of considering a proposal to increase the capital of the company.

The Chairman (Hon. Mr. R. Shewan) proposed, "That the capital of the company be increased to \$500,000 by the creation of 20,000 new shares of \$100 each."

The Hon. Sir Paul Chater seconded.

Carried.

The Chairman.—That is all the business, gentlemen.

TROUBLE ON THE "CLAYBANK."

DISCUSSED IN COURT.

This morning, before Mr. F. A. Hazeland, summonses were heard in which William Jenkins, second officer of the s.s. *Claybank*, charged David Barton, master, and Davis, chief officer, of that vessel for assault. Barton charged Turner, the third officer, with absenting himself from duty while in the waters of this Colony, and W. Jenkins, for using threatening and abusive language toward him, whereby a breach of the peace might have been occasioned.

Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the captain and chief officer.

The case of the master against the second officer was called first, and defendant pleaded not guilty. Captain Barton said the *Claybank* arrived on the 10th inst. Defendant was shipped in Hongkong in March last and had to remain until January, 1906. On Friday night the second officer went ashore, and returned on Saturday morning about eight o'clock in a drunken state and complained that the third officer was ashore passing a report about that defendant was heavily in debt. Defendant asked for an advance which was promised two days previously, and complainant said he would give him the advance in the afternoon. Defendant then used very foul language and said he would give 24 hours' notice. Complainant ordered him to his room, but he refused to go, and said he was going ashore. Complainant was obliged to put defendant in his room, and the latter attempted to strike him, but was prevented by the chief officer. He then left the room and tried to get ashore, and as the agents were coming up the gangway he called out to them that the "drunken skipper was mad," and "had locked him up for nothing," and accused him of deliberately trying to pile up the ship on the rocks.

William Lee, chief engineer, and Davis, chief officer, corroborated.

Inspector Langley said he was in charge of the Water Police station on Saturday when defendant was brought in. He was very noisy, used bad language, and abused the complainant, but did not threaten him then.

The case of the second officer *versus* the captain and chief officer was then taken.

Mr. Gedge pleaded not guilty on behalf of his clients. W. Jenkins, second officer, said he went on board on Saturday morning, and everything seemed alright. The captain then came on board with a laugh and said "Do you see what the third officer has done? He has given 24 hours' notice." Complainant said "and you can take mine too." The captain then put him in irons. He was not drunk, and he did not raise his hand to the captain. He did not go to the captain and ask for an advance of his wages. He asked him for the money which was due to him. The captain did not say that neither he or the third officer could leave before the agreement was up. The captain was using very abusive language.

Complainant here made remarks of a personal character to Mr. Gedge, and his Worship warned him that a continuance of such remarks would compel him to commit him to prison.

Asked whether complainant asked leave of the captain to go ashore, he said he had nothing to do with Mr. Gedge who was paid to back those two defendants against him.

His Worship again warned him. Continuing, witness said that when he was put in irons the captain offered to fight him, and he said if he had an axe he would show what he could do to him.

Frank Turner, third officer, said he knew nothing about either this case, or about the piling up of the ship.

Mr. Gedge, addressing his Worship, called attention to complainant's demeanour in the box and the manner in which he answered questions and said if he was in that excited state here it could be easily imagined what his demeanour would have been on board at the time. He asked that the captain and chief officer be discharged and the second officer be punished.

His Worship dismissed the summonses against the captain and chief officer, holding that the men were justified in what they did. The second officer must pay a fine of \$15, or one month's imprisonment, and enter into a bond of \$100 to be of good behaviour for twelve months.

The case against the third officer was then taken, the defendant pleading guilty, and saying he thought he was going to be paid off and so he went ashore to the office. He added that he wanted to be paid off and had arrested the ship for his wages. He said if he was paid off he would withdraw the proceedings, and pay all expenses himself. "Nobly," he said, "can expect me to go back on board after this trouble, to send me back would be—Yes I would be murder—and I'm afraid."

His Worship said that if the captain was willing to pay the man off he would adjourn the summons *sine die* to enable the parties to come to an agreement.

THE "JORDAN HILL" AGAIN.

Frank Horn, a seaman on board the *Jordan Hill*, was charged with refusing to obey the orders of Captain Kenely on board the vessel on the 20th inst.

The master of the *Jordan Hill* said that defendant was an able seaman on board the ship, and had signed on in November last for three years. Yesterday morning he asked witness to pay him off, but this witness declined to do so. The man then said if he would not do that he could send for the police. He refused to work any longer.

Defendant said the chief officer of the ship said they would "fix" him if he returned on board, so he refused to go.

His Worship: You must either go on board, or I must punish you.

Defendant: I will not go on board. The Captain promised to discharge me.

His Worship: You will go to gaol for three weeks' hard labour.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 19th June.

HIGH WATER.

The tides have been very high lately and with the heavy rains have caused serious floods throughout the flat country about Canton. The launches have a difficult time keeping to the channel of the river, and several of them have gone on to the banks and had to be pulled off. Launches running at night have been very much delayed.

THE CHINESE EXCLUSION LAWS.

The Chinese continue to take very seriously the exclusion of their countrymen from the United States. The matter is being discussed as probably no other matter was ever discussed. Everybody seems to be interested. Ten years ago few knew anything about the laws excluding Chinese and as few cared anything about them. Now all classes are in some measure acquainted with what is going on. It seems very probable that some steps will be taken to boycott American goods. Already men have been appointed to make a careful list of all brands of goods imported from America and to make such explanations regarding these goods as will enable all classes to recognize them. Then, too, literature is to be distributed to teach the people just what is going on. It is safe to say that a very one-sided story of the trouble will be given to the Chinese. And it will be a story which will not tend to increase the friendly feeling between the foreigner and the native. If this boycott is declared it will be the most serious event that has occurred in China for a long time. The chances are nine to ten in favour of the boycott at the present time. That the Chinese can do this and are ready to do it cannot be questioned. That they are ready to a loss of money and inconvenience is also very certain. Those who have this difficult problem in hand should take warning and not push the Chinese too far. In this case the Chinese have a very large share of right on their side.

COMMERCIAL.

Advices from Shanghai, dated 17th inst., state:—

Business reported:—Farnham, Boys at Tls. 16½ cash; at Tls. 16½ for August. Langkats at Tls. 270 for June. Astor House at \$30 cash.

Business done direct:—Langkats at Tls. 22½ cash, for July, at Tls. 22½, for September, at Tls. 230, for October at Tls. 23½. Pulpas at Tls. 16½ cash, at Tls. 16½/170 for July. Chinese Engineering and Mining Co. at Tls. 7½. Hotel des Colonies at \$10.

RAUB.

A STRIKE DEEP DOWN.

The General Manager at Raub reports that in the Cross-Cut from the Bukit Roman Shaft at the 440 level, a well-defined gold bearing lode has been cut. Width of lode is from 4 to 4½ ft. and assay value 6 dwis per ton. This discovery is in what is as yet the deepest workings at Raub.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1 to 9/16
Do. demand 1 to 1/2
Do. 4 months' sight 1 to 1/2
America—Bank T.T. 2/36
Germany—Bank T.T. 1/2
Japan—Bank T.T. 1/2
Siam—Bank T.T. 1/2
Java—Bank T.T. 1/2

Buying.

1 month's sight L/C 1 to 1/2
30 days' sight L/C 1 to 1/2
30 days' sight San Francisco & New York 1 to 1/2
30 days' sight do. 1 to 1/2
30 days' sight Sydney and Melbourne 1 to 1/2
30 days' sight France 2 to 4/8
30 days' sight Germany 1 to 1/2
Bar Silver 1 to 1/2
Bank of England rate 2 1/2
Sovereign 10 to 10 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New @ 1,140
" Old @ 1,180
" Older @ 1,200/1,260
" Oldest @ 1,340

Patna New @ 1,124
Patna New @ 1,080
Patna New @ 780/1,010

To-day's Advertisements.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905, at 11.30 in the Forenoon, when the subjoined Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$100 each."

SHEWAN, TOMES & Co., General Managers.

Hongkong, 21st June, 1905. [672]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 23rd instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th June, 1905. [460]

To-day's Advertisements.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

ON FRIDAY, the 21st day of July, 1905, at 2 P.M., at their Sales Rooms,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY,

situate at Mount Kellett, in the Colony of Hongkong, viz:—

1.—All that PIECE or PARCEL OF GROUND being a portion of the piece or parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building Lot No. 75 abutting on the North side thereof on a portion of the said Rural Lot No. 76 described on the Sale plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 208 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 Square Feet or thereabouts. Apportioned Annual Crown Rent \$18.50;

and

2.—All that PIECE or PARCEL OF GROUND being another portion of the said Rural Building Lot No. 75 abutting on the North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 169 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2, and contains an area of 56,700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 75 dated the 3rd day of June, 1892.

A Sale plan of the said property can be inspected at the office of Messrs. Johnson, Stokes and Master and at the Auctioneers' office.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendors, or to

Messrs. HUGHES & HOUGH, Government Auctioneers, Hongkong, 21st June, 1905. [673]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD, Captain v. Leden (Pensang), will leave for the above places, TO-MORROW (THURSDAY), the 22nd instant, at Daylight.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 21st June, 1905. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 3rd of July or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 21st June, 1905. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Persia*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 21st June, 1905. [3]

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY.

IMPLICITLY ON GETTING.

FROM US

PIANOS

OF THE

HIGHEST CLASS

VISITORS AT THE HOTELS

[The rest of the page contains faint, illegible markings.]

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 27th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. OCEANIE on 11th July.

S.S. TOURANE on 25th July.

S.S. TONKIN on 8th August.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th June, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN, and SOUTH AFRICAN PORTS.)

THE "NUHIA,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 1st July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in this vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, will be conveyed from Bombay by the R.M.S. Arcadia, due in London on the 13th August.

Parcels will be received at this office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 17th June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MUJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Pleasant	3,753	F. G. Purinton	At June 30
Shawmut	9,666	E. V. Roberts	July 12
Tremont	6,666	T. W. Garlick	Aug. 8

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION, Hongkong, 16th May, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.

for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

No. 12, KNUXTFORD TERRACE, KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE. FLATS in MORETON TERRACE, facing POLY GROUND.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to— H. RUTTONJEE, No. 5, D'Agular Street, 37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to— H. N. MODY, Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to— S. HISNEY, Hongkong Hotel.

Hongkong, 8th June, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUOR.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$350,000 }	\$1,493,408 { Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$2.46 for second half-year 1904	1 1/2 %	{ \$85 buyers London £81	
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$2 (London 3/6) for 1903	...	\$37 buyers	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 1/2 %	\$320
China Traders' Insurance Company, Limited	24,000	\$83.33	\$75	{ \$950,000 \$111,902 \$342,366 \$371,445 }	Nil.	\$44 for year ended 30.4.1904	7 %	\$68 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6.1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 £20,000 \$17,749 \$89,110 \$86,773 \$700,000 \$37,704 \$1,000,000 }	\$2,078,997	\$35 for 1903	5 %	1690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$128,703 \$2,241 }	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$7.74
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$70	\$1,203,505	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	187
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,203,505	\$360,372	\$34 for 1903	11 1/2 %	\$302
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	4 1/2 %	\$21 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,500,000 \$85,419 \$1,600,000 \$600,000 \$158,444 }	Nil.	\$1 for year ended 30.6.1904	5 1/2 %	\$36 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	{ £205,000 £100,000 }	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 1/2 %	\$100
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,761	{ Tls. 24.61 making Tls. 41 for 1904 Tls. 12 final making Tls. 31 for 1904	7 1/2 %	Tls. 60 buyers
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	{ £4,116 £5,000 \$65,000 }	£58,852	Interim of 1/- (Coupon No. 51 for 1904)	4 1/2 %	Tls. 10 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$24,217 \$400,000 \$21,075 \$110,153 }	\$929	{ \$1.80 \$0.90 } for year ending 30.4.1905	5 1/2 %	\$35 \$27
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 126,000 Tls. 276,679 }	\$21,231	\$10 for 1904	8 %	\$137 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 31 for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	6 1/2 %	\$215 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	3 1/2 %	\$31
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	\$21 for year ending 30.9.04	...	Tls. 70
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 none }	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 74 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$672,093	50 cents making G. \$1 for 1904	...	G \$174
Perak Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 Fcs. 251,337 Fcs. 1,520,652 }	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$44 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,520,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 5,520,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 161 sales
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$58,473 \$10,000 \$300,000 \$250,000 }	\$8,577	\$2.75 for 1904	11 1/2 %	\$331
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$33,500 \$208,000 \$1,500,000 }	\$29,422	Final of \$21 making \$5 for 1904	5 1/2 %	\$97 sellers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$33,500 \$208,000 \$1,500,000 }	\$29,422	{ \$36 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30.6.04	6 1/2 %	\$195 sellers
Hawthorn Frigate, Limited	12,000	\$100	\$100	\$60,000	\$489	\$14 for 1903	5 1/2 %	\$270 buyers
New Army Dock Company, Limited	6,000	\$50	\$50	\$300,000	\$40,936	{ \$10 div. and \$21 bonus for 1903 \$7 dividend	7 %	\$245 sellers
Riley Hargreaves & Co., Limited	6,000	\$50	\$50	{ Tls. 487,110 Tls. 59,880 }	\$40,936	\$7 dividend	5 1/2 %	\$111
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 2,000,000 Tls. 17,000 }	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 180 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 3,700,000 Tls. 17,000 }	\$206,615	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$395
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 190
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$21 for year ended 30.6.1904	7 1/2 %	\$31
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 34,000 Tls. 8,000 }	Tls. 805	Final of Tls. 5 making Tls. 9	11 1/2 %	Tls. 140 sellers
Central Stores, Limited	6,000	\$15	\$15	\$90,000	\$1,502	{ Final of 60 cents making \$1.80 for 1904 None	8 1/2 %	\$21 sellers
Do. (Founders)	123	\$15	\$15	\$1,845		{ Final of 60 cents making \$1.80 for 1904 None	8 1/2 %	\$100
Do. (New Issue)	24,000	\$15	\$15	\$360,000		{ Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$100,000 }	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$144 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$350,000 Tls. 20,866 }	\$37,875	Final of \$6 making \$12 for 1904	10 %	\$122 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 208,666	Tls. 7,202	Tls. 21 for the year ending 31.3.1905	11 %	Tls. 174 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000 }	\$11,958	90 cents for 1904	7 %	\$13 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,466	{ Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	6 1/2 %	Tls. 120 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10 1/2 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125 seller
Wei-lai-wei Land and Building Company, Limited	3,754	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11 1/2 %	Tls. 38 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 500,000 Tls. 35,727 }	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 36 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 39 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 80
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$20	\$20	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	12,500	\$10	\$10	none		First year	...	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 %	Tls. 70 sellers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none		6d. per share for 1903	5 %	\$4 buyers
Beil's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	\$3 for 1904	8 1/2 %	\$36
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$1 for 1904	8 1/2 %	\$12 sales
China-Lines Company, Limited	60,000	\$12	\$12	none	Tls. 718	Tls. 5 for 1904	8 %	Tls. 621 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 3,719	None	...	110
China Light and Power Company, Limited	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$17 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	\$14 for year ending 31.7.1903	7 1/2 %	\$120 buyers
Harvey Farm Company, Limited	25,000	\$7 1/2	\$6	none		\$5 div. and \$21 bonus for 1903	7 1/2 %	\$26
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$2 for 1904	7 1/2 %	\$161
Green Island Cement Company, Limited	100,000	\$10	\$10	\$1,000,000	\$9,054	First year	5 1/2 %	\$7 sales
Do. (New Issue)	50,000	\$10	\$10	\$500,000	\$7,551	Final of \$14 making \$21	...	\$100 buyers
Hall & Holz, Limited	21,000	\$20	\$20	{ £23,100 £30,000 }	£7,025	{ £1 div. and 2/- bonus for 1903 \$1.00 } for year ending 30.4.1904	7 1/2 %	\$172 sellers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$1,747	{ \$1.00 30 cents } for year ending 30.11.1904	4 1/2 %	\$212
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,795	\$15 for year ending 30.11.1904	7 1/2 %	\$242
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$160,000	\$5,350	Final of \$13 making \$17 for 1904	7 1/2 %	\$152 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$160,000	\$1,137	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ending 30.9.04	11 1/2 %	\$17
Hongkong Steam Waterboat Company, Limited	15,000	\$50	\$10	\$2,500	\$239	\$8 for 1904	6 1/2 %	\$35 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	Interim of 5 %	7 1/2 %	\$145 sales
Lane, Crawford & Co., Limited (Shanghai)	3,500	\$100	\$100	none	\$21,482	{ 2nd quarterly of Tls. 5 paid 15.05 mak- ing 50 for Tls. 114 for 1903	15 1/2 %	Tls. 220 sales
Maatschappij tot Mijn- Busch en Landbouw- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 128,210 Tls. 15,465 }	Tls. 35,849	\$2 for year ended 31.10.1904	9 %	\$23
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25 sales
Mendon (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	\$852	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Moutrie & Company, Limited	4,000	\$50	\$50	\$4,000		None	...	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,337	None	...	Tls. 125 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172 }	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 %	Tls. 821 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,747	Tls. 5 for 1903	6 1/2 %	Tls. 170 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 6 making Tls. 14 for 1904	8 1/2 %	Tls. 450 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 170,000	Tls. 17,220	Final of 37/6 making 52/6 for 1904	4 1/2 %	\$83
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.7.1904	7 1/2 %	\$25
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$8 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	{ 60 cents for year ended 31.5.04 \$10 for second half year for 1904	7 1/2 %	\$71 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$809	{ \$1 div. and 35 cents bonus for half year ended 30.9.1904	13 1/2 %	\$150 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	{ \$25,000 \$50,000 }	\$84,813	Tls. 2 for half year	6 1/2 %	\$43 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,035	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	{ 50 cents \$29.70 } for year ended 31.5.1904	9 1/2 %	\$101 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$1,80	Final of 50 cents making \$1 for 1904	8 %	\$121 buyers
Do. (Founders)	100	\$10	\$10	{ \$300,000 \$29,000 }	\$6,066	Interim of 50 cents for year 1904/1905	10 1/2 %	\$114 sellers
Watson, (A. S.) & Co., Limited	93,000	\$10	\$10	\$930,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$114 sellers
William Powell, Limited	12,000	\$10	\$10	\$120,000				